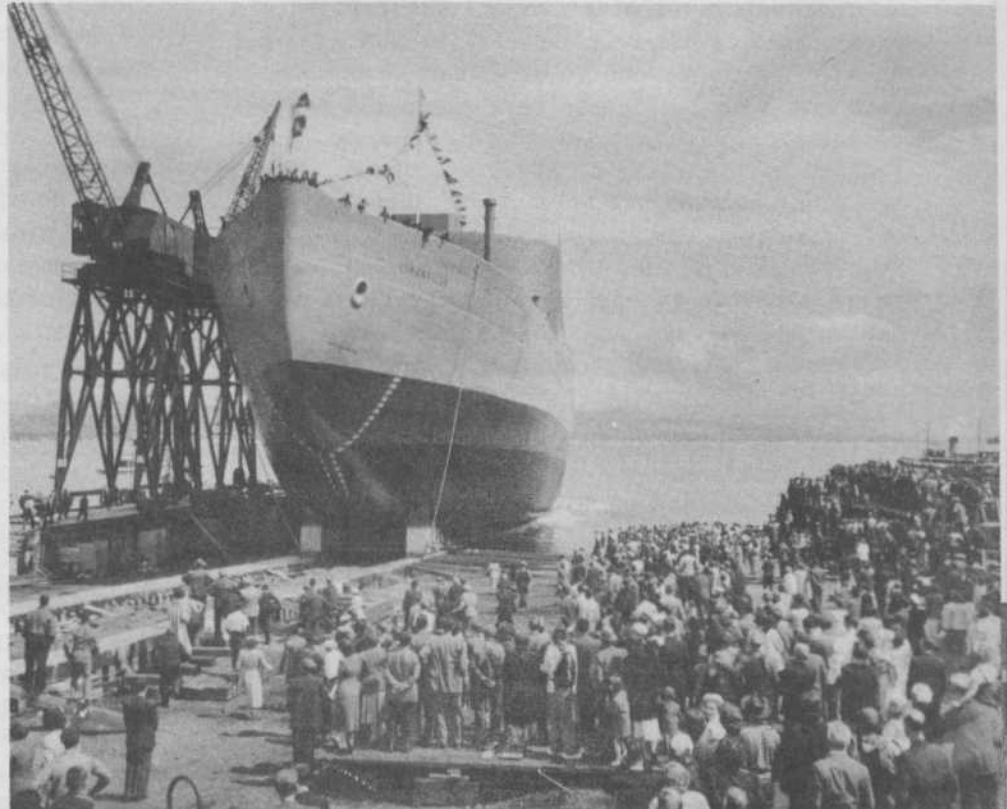


Launching the "d'Iberville"

Queen of the Arctic Seas

The icebreaker "d'Iberville", latest of the Department of Transport's fleet of service vessels, was launched from the Davie shipyard at Lauzon, Que. on June 12 last after having been christened by Mrs. J-C. Lessard, wife of the Deputy Minister. A large attendance of D.O.T., shipping and transportation officials attended the ceremony.

According to newsmen who covered the launching, Mrs. Lessard stole the show. Her foot was in a cast as a result of breaking a bone only a few hours previously, and she arrived at the launching platform in a wheel chair. Supported by her husband and R. Lowery, president of the shipyard firm, she christened the vessel and expressed the fervent wish that "God be with her and all who sail in her".



At the launching of the icebreaker, "d'Iberville".



Proudly watching the vessel as she slipped down the ways to the accompaniment of whistles and sirens from the shipyard and passing shipping, were Transport Minister Chevrier, Deputy Minister Lessard and Marine Superintendent Alex Watson. Also present were many who were directly or indirectly responsible for the planning of the vessel, its designing and the supervision of its construction. These included H.V. Anderson, Director of Marine Services; Andrew McClements, Assistant Marine Superintendent; A.A. Young, Assistant Chief of the Steamship Inspection Service, and other members of their respective staffs.

In addressing the workers, Mr. Chevrier said that "this icebreaker which becomes part of the fleet of the Department of Transport, is a cause

of satisfaction for all of us. The launching of this vessel marks an important occasion in the history of the Canadian Merchant Navy." He said that the new unit of the Department of Transport's fleet, was "the most powerful icebreaker ever built on this continent" and in fact there was but one larger ship of this type in the world.

Detailing some of the special features of the new Arctic icebreaker, Mr. Chevrier gave the length as 311 feet and the breadth as 66' 7". He said "she will be employed in patrolling the Arctic waters and will be able to cruise more than 12,000 miles without refuelling and thus reach regions where no Canadian ship has ever sailed before. Two helicopters form part of the ship's equipment. They will be used for photography purposes and also to indicate the route to be followed among ice barriers."

In announcing the choice of d'Iberville as a suitable name for the D.O.T.'s new icebreaker, the Minister said that "the new Queen of our Arctic seas will henceforth ever be a reminder of the exploits of the great French-Canadian captain, d'Iberville." He further stated that "in years to come, every expedition to the polar seas undertaken by the 'd'Iberville' will remind Canadian citizens of the accomplishments and of the courage of one of the greatest heroes in Canadian history."

continued on page 9

D.O.T. SALVAGING 20,000 "EMPTIES"

Millions of gallons of oil are shipped into the Arctic every year. Oil for heating and cooking, oil for diesel electric generating and oil for operating bulldozers or motor boats. It is shipped to the various outposts in 45-gallon steel drums and the requirements of each of these Arctic stations are extensive. For many years now these drums have been going in but for economic reasons the empties have never been brought out. They are a familiar sight at every northern post and have become useful in many respects, such as markers for airstrips or for storing water.

The Department of Transport has initiated a huge salvaging undertaking to clean and bring out as many of these empty oil drums as possible. This has been considered very essential in view of the steel shortage, which is reflected in the reduced availability of steel oil drums. It is becoming uneconomical to continue shipping steel oil drums into the Arctic and leaving them there. Even though the cost of salvage is high and the value per drum is only \$12.00, the shortage is making the salvage undertaking necessary in the interest of overall economy.

The first stage in this large scale oil-drum salvage has been initiated at one of Canada's most northerly weather stations, Resolute Bay on Cornwallis Island, 1,000 miles from the north pole and 1,700 miles due north of Winnipeg. At



Wes Nicoll and Vic De Cloux, OIC Ionosphere Station Resolute (R) with steam generator (L) preparing barrels for steaming.

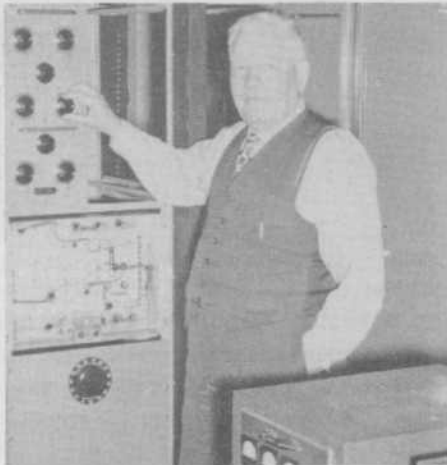


this establishment there is estimated to be close to 20,000 empty oil drums, most of which are salvageable. Equipment was flown in to Resolute Bay this spring for the purpose of steam cleaning the drums so that they will not constitute a hazard on board ship on their way out. Two young men, Wes Nicoll and Walter Mellor, are earning their way through college working on the project.

Resolute Bay is provisioned each year by the Arctic sea re-supply mission consisting of a freighter and two ice-breakers. This task force is a portion of the United States contribution to operation and upkeep of the jointly operated Northern weather stations. Arrangements have been made for this supply mission to bring out approximately 10,000 of the Resolute oil drums.

It is estimated that when all charges assessed against this salvage operation will have been liquidated, there will be a clear profit to the public treasury of around \$50,000, in addition to bringing approximately 10,000 much-needed oil drums back into circulation.

PIONEER IN TELECOMMUNICATIONS RETIRES



George "Let George do it" does it for the last time at the D.O.T. wireless workshop at Victoria, B.C.

When George Gilbert, OIC of the Wireless Workshop, Victoria, B.C., retired this spring, he had been in the Telecommunications Service 31 years. It was his job to service hundreds of pieces of equipment - sending and receiving sets, radar, echo sounders, Loran sets - used by lighthouses, lightships, beacons, ocean station vessels and lighthouse tenders of the Department of Transport on the coast. It was routine to hand over the tough problems, the difficult circuits, the unexplainable bugs to him. "Let George do it" was a familiar catch word around the office.

Although stationed at Victoria, his work took him to many spots along the B.C. coast and elsewhere in Canada where his valuable experience and know-how were required.

George Gilbert first saw the B.C. coast when he arrived there in 1909 on HMS Shearwater, as a torpedo officer. He took his discharge from the Royal Navy in Victoria, but went back into ser-

vice again, this time with the RCNVR, in 1914, where he was employed on navy electrical installations. Later in the war he was transferred to the U.K. and there installed electronic equipment on submarines and warships. Back in Canada, in 1920 he joined the Canadian Naval Service Radiotelegraph Branch as a radio electrician, doing installation work on ship and shore stations and in the workshop preparing sites, erecting masts and aerial equipment; the work of this branch of the government service later being transferred to the Department of Transport.

Mr. Gilbert is now enjoying a trip by car to the southern states as far as Los Angeles, Cal. He has taken his camping equipment with him for stops in the National Parks enroute. Before his retirement in the early spring, his friends and co-workers honoured him at a small informal party and presented him with a purse of \$75.00 with the request that he buy himself something with the money while on his trip to California. The money presented was a general collection from all stations in the district.

Parca-clad Wilf Doucette, photographer, (Halifax-Montreal-Ottawa) whose photo-story appears on pages 4-5 has covered Arctic trips of "C.D. Howe" Air Re-Supply and other D.O.T. assignments.



Here and There with D. O. T.

MONTREAL

H. Skelton, Montreal District Reporter

History was made on the night of Friday, July 11, when the Air Services Branch took to the water instead of to the air.

The Montreal District Air Services Club held their first mid-summer get-together, which took the form of a moonlight cruise down the St. Lawrence River on the S.S. "Island King".

The night was perfect, and the vessel swayed as the dancers whirled in convolutions of the native dances, while the air was filled with the feverish beat of the music rendered by the orchestra. Others found their pleasure on C deck where liquid refreshments could be obtained; while still others preferred just to sit and savour the breeze, tempered by the exotic odours of the Great City, and the smoke from the oil refineries.

A little extra excitement was provided, just as the ship was docking, by the thrilling rescue of the occupants of a small canoe which had overturned, throwing its two young native occupants into the dark and chilly waters.

Credit for the success of the cruise must go to committee chairman Paul Labelle whose efforts were prodigious, and deserve the hearty thanks of all his fellow members.

MONT JOLI

Transfers

D.W. Murden, Forecaster, attached to Mont Joli Station has been transferred to Fort William, Ont., and left by motor car to take up his new duties. There will be no replacement for him, as this branch has been transferred to Seven Islands on the north shore. Best of luck, Dave.

George Richards, Radio Operator, arrived at Mont Joli in May to complete staff. He had spent the past year at Seven Islands relieving staff for vacations, and reports he earned his vacation.

Radio Operator H.A. Francis left for Goose Bay on temporary duty for three months. Operator Semenchuk has been transferred to Indian House and C.W. Smith to Goose Bay.

H.A. Francis, DOT News Reporter YY



The amateur handiwork shown in the photos may be of some interest to anyone in Montreal District contemplating a tour of Isolation, and who has Izaak Walton tendencies. The boys report this catch is only fair and not exaggerated by any means, and no trick lens was in use. Looks pretty fair to anyone used to bragging about the one that got away. Operator C.W. Smith with a Quebec Red that touched the 5 lb. mark and Operator J.F. Shieve with a Quebec Red, another 5 lb. beauty.

QUEBEC

Promotions

B. Capel, the "gen" man of the Quebec Control Tower, left us recently, being appointed Senior Airport Traffic Controller at Sydney, N.S. Everybody was sorry to see you leave, Burt, and good luck to you.

W.J. McKay has chosen the north mining district as a refuge for the next two or three years. Bill has been appointed Senior Airport Traffic Controller for the Seven Islands Tower. When losing Bill, the Quebec Airport lost a very skilled carpenter.

Transfers

E. Martin from Gander ATC and H. Grulkey from Ottawa Tower have both recently been promoted to Air Traffic Controller and appointed to Quebec Control Tower.

Sports

Let it be known that the tennis court built on the old Quebec Airport parade ground is in very good condition again this year and a challenge is hereby made to any tennis amateur "not professional" from District Office or other airports.

EDMONTON

Fred Burbidge and Bill Markham of Edmonton who went in with "operation re-supply" to Arctic weather stations, to forecast weather. Looking at weather maps with S/L C. Torontow, RCAF Squadron 426, OIC Re-supply.



VANCOUVER

W.A. Boyd - Vancouver District News Reporter

J. Bertalino, DOT Aircraft Inspector, Vancouver District, recently journeyed to the plant of the De Havilland Aircraft Company at Hatfield, England, to become more familiar with the methods of maintenance and inspection of the "Comet" aircraft. This is in keeping with the Department's policy of keeping abreast of the rapid developments in the aircraft industry.

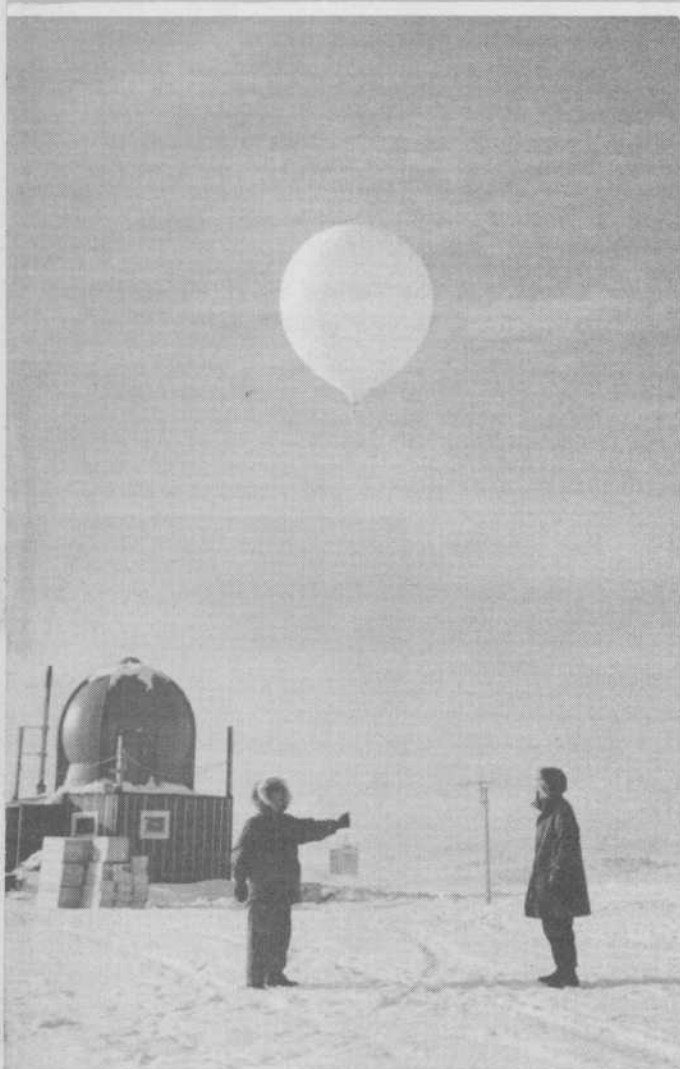
The De Havilland Company give a four-week course for Superintendents and Supervisors, which affords opportunity to gain a comprehensive knowledge of the aircraft, its ancillaries, its maintenance and handling.

The Comet is the new jet air liner, recently put into passenger service by British Overseas Airways in its London to South Africa operation and which Canadian Pacific Air Lines have ordered for use on their Pacific routes. The new air liners are expected to arrive this fall.

Continued on page 7



At Alert, 450 miles from the North Pole, the northernmost weather station in the world, Bob Miller, Toronto, takes a radiosonde base line check.



The weatherman releases the radiosonde balloon with its tiny radio transmitter. The fibreglass domed building contains the radar equipment which tracks the weather balloon and records upper air wind direction.



With the return of the sun in April, comes the annual "Operation Re-supply". For these Met men at Mould Bay it means hours of waiting for the plane and hard work, offset by the arrival of long awaited mail and supplies.

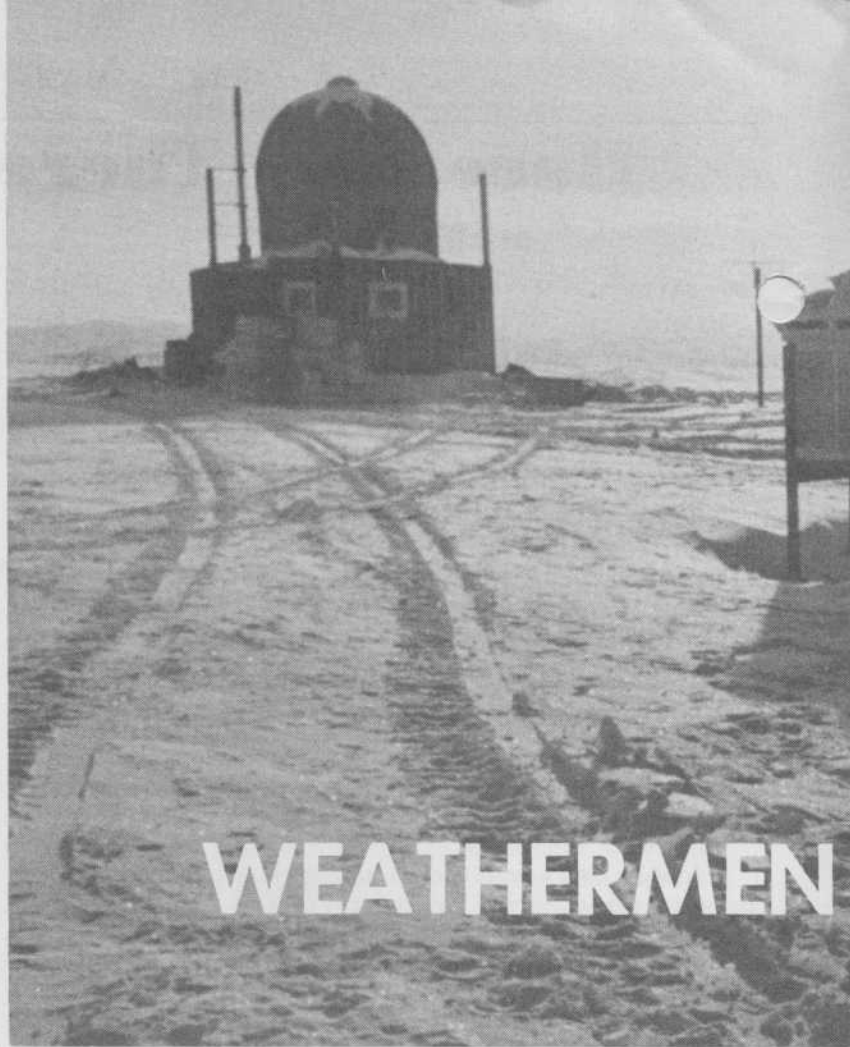
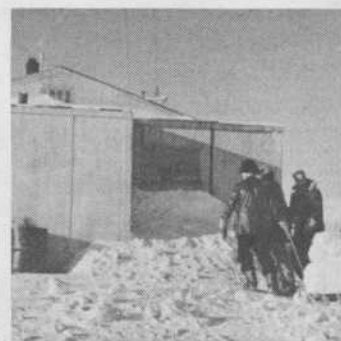


PHOTO-STORY BY WILF DOUCETTE

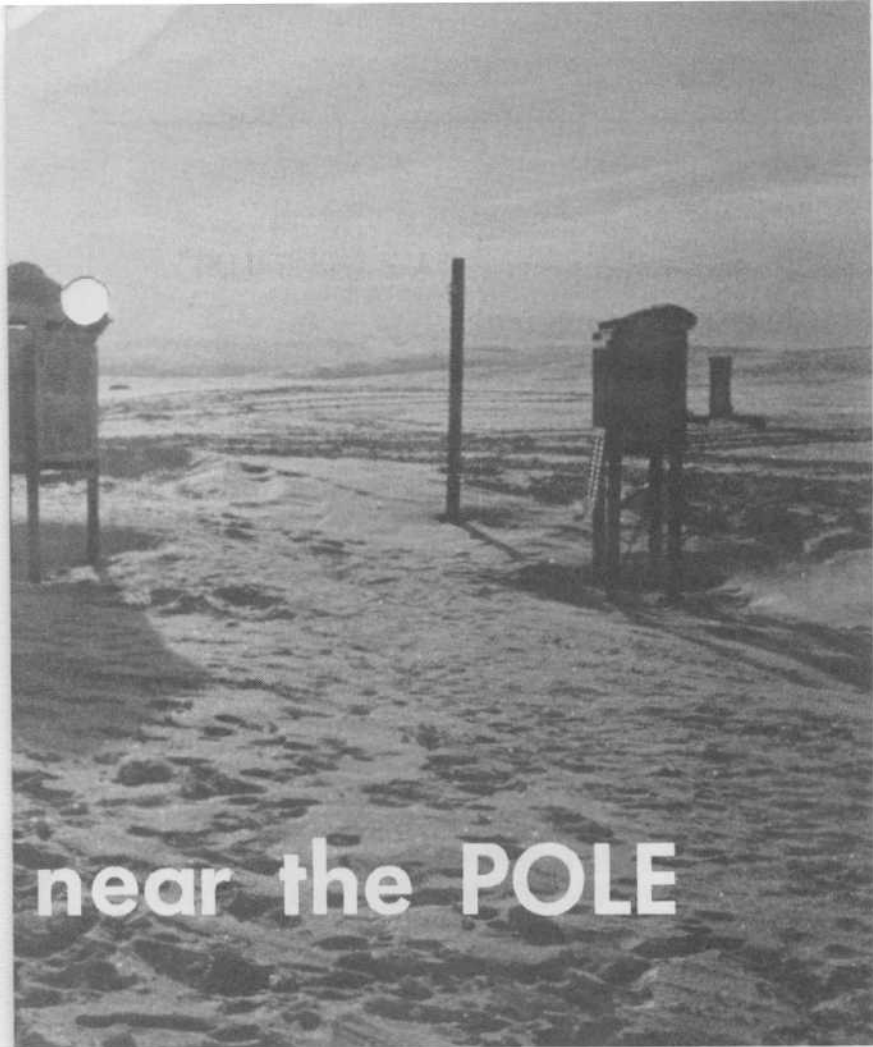
Weather is the business of a small core of men who live on top of the globe, harvesting information that affects the comfort of the entire world. Based in small clusters of international orange coloured buildings at Alert and Eureka on Ellesmere Island, Mould Bay, Isachsen and Resolute, Canadian and American "met men" are jointly engaged in exporting data on the Arctic's one natural product --- *weather*.

Twice a day they send up radiosonde or rawinsonde balloons, according to the nature of the station. With the former, tiny radio transmitters attached to the balloons send back signals on pressure, humidity and temperature of the upper atmosphere. The rawinsonde which can be tracked during their ascent by radio direction finder or radar, provide the additional information of the speed and direction of the upper winds. And through a high-powered telescopic device they follow the course of small pibal balloons across the bleak Arctic sky every twelve hours to record lower-level



Each station presents a different problem in obtaining its water winter. At Isachsen, the men cut snow blocks which are carried to the sleds. The snow blocks are passed through a window into a room, snow is melted and the water is then pumped to an overhead tank; thus running water for showers and for the washing machine on wash day; I Ingram of Winnipeg, brings a snow block to the kitchen where cook Jim New York says "Just one today". Other stations get water from the blocks of glacier ice.





near the POLE

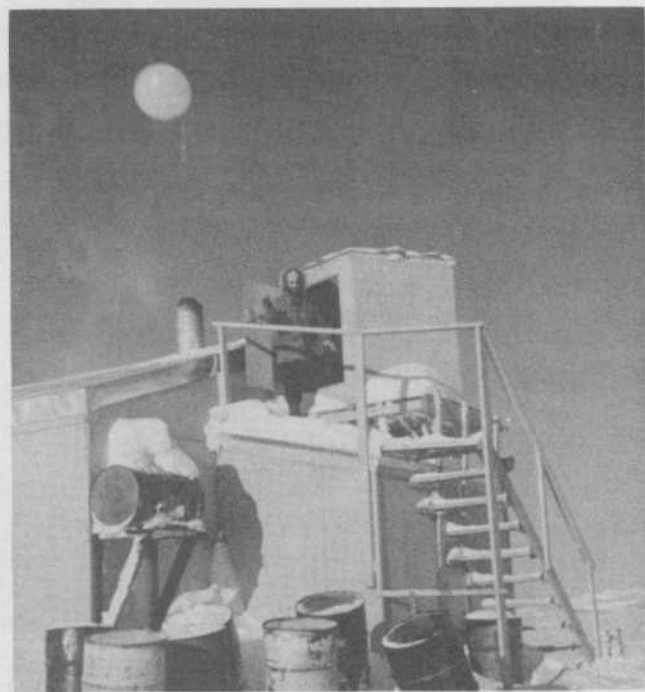
wind directions. Eight surface weather observations are made daily, noting clouds, ceiling, visibility, pressure and snow-ice conditions. The information gathered is radioed to Edmonton for relaying to weather bureaux throughout the world.

The bearded and parkaed weathermen who staff these lonely outposts are a strange collection of realists and romantics. Sparked initially by the opportunity to save almost all their salaries in this remote corner of the world, many of them admit that something more than that draws them back year after year to face the intense cold and loneliness. The age-old challenge of the lonely and beautiful tundra that lured early trail-blazers north of the "Circle" seems to exert an influence on these modern weather explorers.

It is this strange combination of scientific precision and just plain courage that writes the script for the radio-announcer who casually drawls: "The outlook for tomorrow is"



supply in the station where the providing n (4) Bill Perry of the lake or



Another weather operation - sending up a pibal balloon. In the hut shown here, is the device the weathermen use to follow the course of the balloon in the lower atmosphere.



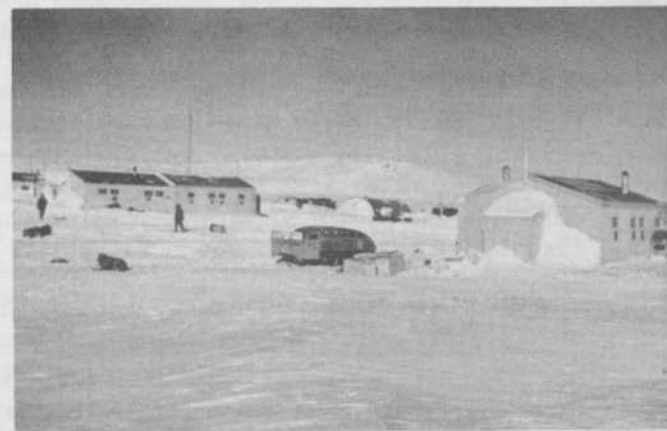
Bill Ray from Toronto, talks over problems with John Lewis, former OIC at Alert. (R) Wes Stanley, radiosonde operator from Vancouver, only DOT man staying over at Mould Bay for a second year. Mail from "outside" is an event.



Many weathermen become keenly interested in searching for old campsites, fossils, petrified wood, etc., in off hours while tramping the wind-swept Arctic wastes.



A.H. Matheson, from Lethbridge, Alta., at Resolute Bay Arctic Station tracks the course of the rawinsonde balloon. (R) Gerald Obell, from St. John, N.B., also at Resolute Bay, takes readings transmitted by radiosonde instruments aloft.



Resolute is base for Arctic weather stations. Here personnel and supplies are gathered for dispatch by "Operation Re-supply" to met posts further north.



Radio provides the year round link with the outside world as well as sending out weather data at station intervals. (R) Steve Kolin, from North Battleford, Sask., at Isachsen using a theodolite - a telescopic device used to follow the course of the pibal balloon.



LIFE IN "AIR DROP VALLEY"



Oscar C. Grandy, O.I.C.
Clyde River, who wrote
this story.

For many months now, our station at Clyde River, N.W.T., situated on the barren shores of Baffin Bay, has been known as "Air Drop Valley". The station has had other names pinned to it such as "The Garden Spot of Baffin Island" and "Your Top of the World Station", the latter being discontinued since another station claimed the honour. It was not until two parachute airdrops within weeks of each other, that Clyde River received its now famous name. One of these "drops" was drugs to combat an epidemic. Since the first drop in November, up to May 19, there have been seven airdrops, and on three occasions a plane has landed on the Bay in order to evacuate or replace personnel.

The Bay upon which most of the dropped bundles should land is seven miles long and two miles wide. On the far side we lay out an air strip to guide any planes landing. In the last drop, witnessed by all but the one radio operator on duty, four of the fifteen bundles landed in the drop zone, the rest within a radius of three miles. One landed among the Eskimo tents and Komo, an elderly native, never moved as fast in his life, dodging a falling crate. Another landed on a roof, some in between the radio masts, and one chose the one puddle of water for miles around to find a resting place. The "watchers" later

verified the fact that one didn't quite know where to point ones camera in order to get the best pictures of the proceedings. It is a pleasant sight to see these red, yellow, blue and green parachutes descend upon us, carrying mail, bundles of fresh meat and other supplies. Thanks to the Post Office Department, our mail has always been forwarded to another somewhat northerly station often referred to as being in "the Banana Belt" from where it has been placed aboard the plane coming to "Air Drop Valley."

The majority of the buildings at the station are strung out in almost a straight line running north and south. The five nearest to the shore of the Bay, about fifty feet above the tide mark and forty to fifty feet apart, belong to the Hudson Bay Company. The next five above these and about one hundred feet from the beach are owned and operated under the watchful eye of DOT as are the remaining six buildings. Two of these are above the OIC's house, the last in the second group. The Rawinsonde Tower, tallest of the buildings, and the Hydrogen building occupy a spot about two hundred and fifty yards from the beach and on the crest of a slope away from all the buildings where it is very easy to release the large balloon used for taking the Rawinsonde flights twice a day.

Continued on Page 8

CGS "C.D.HOWE" ON THIRD ARCTIC TRIP

The Department of Transport's Arctic vessel, the CGS. C.D.HOWE, ran into difficulty shortly after her departure on her third Arctic Assignment to service governmental outposts in the Far North and to carry government officials responsible for the administration of law and order and the maintenance of health in the Eastern Arctic. Originally sailing from Montreal on June 27, the vessel had to return to repair ice damage following passage through heavy ice off the coast of Labrador. Further delays were occasioned, when repair work commenced at Lauzon, Que., shipyard, had to be completed at Montreal. The C.D.HOWE finally sailed from Montreal on July 24 nearly one month late and with a curtailed itinerary.

The more northerly outposts are to be visited as scheduled but cargo destined for some of the stations in the Hudson Strait will be unloaded by the C.D.HOWE at Churchill and carried from there in chartered bottoms. In revising the ship's



Capt. Paul M. Fournier (centre) talks with R.E.G. Johnston, (left) O.I.C. Eastern Arctic Patrol and N.O. Christensen, Deputy Governor of Greenland.

Continued on Page 10

HERE AND THERE WITH D.O.T.—(Continued from Page 3)

HEADQUARTERS—



CIVIL AVIATION BOWLING

The annual wind-up-banquet, presentation of trophies and prizes, and dancing--of the Civil Aviation Bowling League's season activities was held on May 19 at Whitehill Glade, Ottawa.

The League Trophy was won by the team captained by T. Vergette, the presentation being made by Earl Hickson, Airways Inspector, The other members of the team were Miss B. Scott, R. Mattern, C. Rushton and A. Fisher. G. Ventura's team was the runner-up for the trophy, other members of his team being Mrs. L. Lugsdin, Miss C. Begin, L. Lugsdin, and W. Ryan.

W.E. Connelly, Superintendent of Telecommunications, presented the Vergette Trophy to the captain of the winning team, Miss Hazel Bradley. L. Desloges, J. Fink, J. Robbins and E. Hickson were the other members of the team.

Earl Hickson presents McNeil Trophy to winning team: C. Rushton, Earl Hickson, Tommy Vergette (Capt.); Roy Mattern. Absent Bertha Scott and Alex Fisher.



W.E. Connelly presents Vergette Trophy to winning team: Earl Hickson, Jim Fink, Hazel Bradley (Capt.); J. Robbins, W.E. Connelly. Absent L. Desloges.



R. Charbonneau, ably assisted by Miss D. Wisking, G. Potvin, J. Levin, and W. Burke, was the recipient of the Wooden Cup, which is annually awarded to the team winning the 'cellar' championship.

Trophies awarded for the year's individual achievement were presented as follows:

Ladies	Men
High Average: Miss M. Martin	- F. Toone
High Cross: Miss C. Begin	- W. Krumm
High Single: Miss M. Smith	- C. Rushton
Low Single: Miss W. Smith	- W. Mather

D.O.T. HAS A PICNIC



Hon. L. Chevrier presenting Deputy Minister's Trophy to J.R. Robertson, and Air Vice Marshall Cowley.



Transport Minister Chevrier is hoping for a "pitch without a hitch" as he lines up his sights for a "ringer" at the horseshoe pitch of the D.O.T. staff picnic. His opponent Fred Foran of Medicine Hat radio range, reached the finals and, teamed with J.H. McLeod of Ottawa Airport, defeated the Civil Av. team of Gil Choquette and Larry Desloges.

All the fun of the fair was to be found at the Department of Transport's annual picnic at Fairmont Golf and Country Club yesterday (July 29). Races and competitions were held for members of the staff, their wives and children. There were prizes galore for all events including the races restricted to boys and girls in age groups ranging from six years to 12 years. Ice cream, soft drinks, hot dogs, lollypops, whistles and ponie rides all added to the enjoyment of the day for the children.

In perfect weather some 300 to 400 members of the staff of the different branches of the Department and their families foregathered by automobile,

bus and even afoot. All took a keen interest in the sports and participation in the various events were above normal. Transport Minister Lionel Chevrier had no sooner arrived at the picnic than he was inveigled into a horseshoe match with Fred Foran of Medicine Hat who is on a duty visit to the head office of the Telecommunications Division. Air Vice Marshall Tom Cowley, Chief of Air Services, was an active participant in the softball game when his team won.

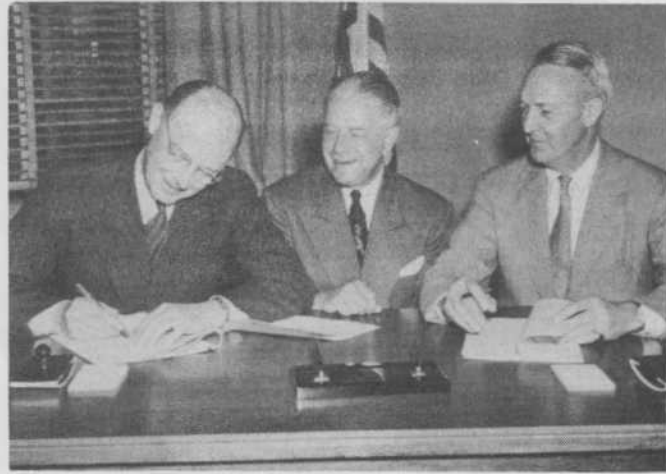
While the Hunter Building boys lost the softball match, they outpulled the No.3 Building stalwarts in the annual tug-of-war. The same friendly rivalry ran through all the sport events, and in these the No.3 personnel had the slight edge. As a result the Deputy Minister's Trophy was retained by Civil Aviation for another year, their representatives having won five of the leading events. The trophy was presented by Transport Minister Chevrier to J.R. Robertson, Superintendent of Airports and Airways to hold for Civil Aviation staff.

The Department of Transport event was organized by the picnic committee of the Department's recreational association. The convenor of this committee was Miss E. Stowe, the treasurer, Henry Viau, and the secretary Miss Jean Murchison. Others on the committee included R. Bergeron, A. Saumur, R. Higgins, J. Ruffo, Miss M. McCloskey, Mrs. Ruth Victor, Miss Pat Kenny, W. Calladine, W. MacLean and W. Mather. Announcer of the various events was N. Burf McLean.



Latest steps in St. Lawrence Seaway Project was exchange of Notes between Canada and United States on development of power project, with Canada undertaking navigation project alone. Signing documents at Washington meeting left to right are H.H. Wrong, Canadian Ambassador, Transport Minister Lionel Chevrier, Acting Secretary of State D.K. Bruce.

Originality is the key-note of showmanship and the National Harbours Board has struck a "First" in its exhibit at the International Trade Fair, Toronto, this Spring. Snappy cartoons were used to emphasize different slogans. Board Chairman R.K. Smith here shows W. Benidickson, Parliamentary Assistant, the world shipping map with flashing trade routes. Also shown are B.J. Roberts, Board Member, W.C. Perron, traffic officer and E.C. Cameron, former Chief Engineer of National Harbours Board.



"LIFE IN AIR DROP VALLEY" continued from page 6

Many of the members of "Air Drop Valley" will be leaving when the DOT's annual supply ship, "C.D. Howe" comes into our Bay (about September 12) and discharges the year's supply of food and fuel as well as hundreds of radiosonde instruments that will enable next year's staff to carry on the upper air observations. At present, the staff are as follows: John (the dark one) Brisbois, radio operator; David G. (the bearded one, also Dagmar) McMillan, radio operator; S/sgts "Jim Lindsay and "Bob Clark, U.S. Airforce radio operators; Michael (little Mike or the small bearded one) Morgan, Met Assistant; Donald (a way with the women) Downey, Met Assistant; Fred (imitation of the one who was here before) Rossy, Met Assistant; Ray (cookaluk) Plourde, Air Drop Valley's happy chef. The last staff member is myself Ozzie (the little boss) Grandy. The representative of the Hudson Bay Company, Peter Murdock, makes up the total population of "Air Drop Valley". There are no RCMP at this station, although David van Norman spent two weeks here in February, while making his annual patrol, but returned to his post some three hundred miles up the coast. The only other white visitors have been the missionaries, Reverend Mr. Tom Daulby, the Anglican Missionary, in March, and Reverend Father Danielo, O.M.I., the Roman Catholic missionary in May.

There have been very few complaints about the weather at "Air Drop Valley". Many people think that it is always cold (fifty and sixty below) but such is not the case. Naturally during the cold months, parkas and mitts are worn outdoors. On the 13th of January, when the RCAF made a drop of fresh meat and mail, most of us stayed outdoors for more than an hour even though the temperature was forty-two below zero. Looking back over the months it would be safe to say that we have had only seven bad storms or "blizzards" when it means taking extra precaution in going from one building to another. The storms usually last from ten to twenty hours after which it will be perfectly calm. The "daddy" of them all was on the 6th and 7th of April. It lasted thirty-six hours but the winds were over ninety miles an hour. We have enjoyed endless days of clear calm and fine weather, the good days more than making up for the stormy ones. For those who like statistics, here

are a few. The sun was lost to us about the middle of November. We saw it again on the 28th of January but the days previous to that were cloudy. It does not get totally dark--there are about two hours of twilight near noon between eleven and one, on or near the 22nd of December. The coldest temperature was recorded in mid January when it was 48.5 degrees below zero. The sun is visible for twenty-four hours beginning May 18th.

Such is life in the cold, desolate, mountainous, frozen but intriguing north here in "Air Drop Valley", otherwise known in official circles as Clyde River, N.W.T.

S. J. ELLIS

OBITUARY



It is with regret that we report the untimely death of S. J. Ellis, District Superintendent of Radio, Toronto, who was fatally injured in a traffic accident in Toronto on July 18, and without regaining consciousness he passed away on July 26th.

"Sam", as he was known to all of his friends, started his radio career in 1917 as Radio Operator on ships engaged in the International Maritime Mobile Service. In 1920, he joined the Government Service as Radio Operator on East Coast stations where he was very popular with the members of the operating staff. In 1924, he was appointed Radio Inspector in Charge of the Toronto Office, with a number of sub-offices under his jurisdiction.

"Sam" was a devoted friend to all who knew him and he will be greatly missed by his associates and fellow-workers.

ALEXANDER McDONALD

The Department of Transport also regrets to announce that Alexander McDonald died June 24 in the hospital at Ottawa, after a lengthy illness. Mr. McDonald was Superintendent of the Government Telegraph and Telephone Service of the Telecommunications Division. He was in the government service forty-two years, coming to Transport in 1948 when that service was transferred from the Department of Public Works.

LAUNCHING THE "D'IBERVILLE"—Continued from Page 1

At a complimentary luncheon extended by Davie shipyard to the guests, Mrs. Lessard was presented with a pair of silver candelabra, a cigaret box containing the cork of the champagne bottle used in the christening, and the pair of scissors used in cutting the ribbon. Previously she had received a bouquet of American Beauty roses. The presentations were made by T.R. McLagen, president of the Canada Steamship Lines.

Thanking the Canada Steamship Lines and its subsidiary, the Davie Shipbuilding Company, on behalf of his wife, Mr. Lessard took the opportunity to announce that Captain Charles Antoine Caron, Master of C.G.S. "N.B. McLean" would be master of the d' Iberville when commissioned.

Every consideration has been given in designing the "d' Iberville" to provide for the comfort of the crew of 70 which will be carried, and for the 22 passengers which can be accommodated. In addition to the dining saloons there will be a lounge for the passengers and rest rooms, writing rooms and libraries for officers and crew. Arrangements will be made for the showing of moving pictures in the crew's rest room and the passenger's lounge. A further measure of comfort for the crew will be available in the form of a fully fitted laundry and drying room. A ship's canteen will also be provided for the sale of various necessities.

The new icebreaker is intended mainly for service in the far north during the summer season but will also perform icebreaking duties in the Gulf of St. Lawrence and the St. Lawrence river during the winter months. In addition, the vessel will be equipped for handling buoys in an emergency and for towing disabled vessels. In connection with this service a considerable amount of salvage gear will be carried.

The hull of the new vessel has been built with exceptional strength in order to facilitate manoeuvring among the leads in ice-infested waters and in breaking river ice quickly and continuously. Wing tanks are being fitted for nearly the whole length of the vessel so that, in conjunction with the double bottom, they will provide buoyancy in the event of damage to the hull.



Frank G. Copeland, Keeper of Carmanah Lighthouse on B.C. coast was honoured for his heroic rescue of crew members of the fish-packer "Delmar" which was lost off Carmanah Point late in 1950. At a ceremony in Government House on June 12, the Hon. Clarence Wallace, Lieut. Governor of B.C. presented Mr. Copeland with an honorary testimonial awarded by the Royal Canadian Humane Society. Mr. Morrison, Marine Agent, Victoria, described Mr. Copeland as a "top grade lighthouse keeper -- He took his life in his own hands when he rescued those packer crewmen". Shown in the photo are Frank Copeland, George Copeland (Father) Mrs. Copeland and son, Lieutenant Governor Wallace and T.E. Morrison, District Marine Agent. Also at the Government House affair, was Daniel Halliday, Line-man at Clo-oose who assisted in subsequent rescue work at the time of the packer's disaster.



The weather station personnel at Mould Bay standing in front of the operations bldg. - Lynn Glass, Watongo, Oklahoma; Roy Hayward, Toronto, Ont. - new officer in charge; Robert Shakman, Brockton, Mass; Anton Sanchenkon, Toronto, Ont; Thomas T. Joines, Detroit; Wes Stanley, Vancouver, B.C.; Jack Hart, Port Rowan, Ont; Frank Wojtalewski, Syracuse, N.Y. (missing when picture was taken was E.L. Storey, U.S. Executive Officer).



Staff at Isachsen station (at spring change; new arrivals have haircuts.) Front: Steve Kalin, North Battleford, Sask.; John Lessard, Killaloe, Ont.; Art Meron, Toronto, Ont.; James C. Perry, West Chazy, N.Y.; Mike Young, Cape Breton, N.S.; Charles Dow, Warton, Ont.; Paul Coree, Portland, Ore.; Gordon Meacher, Toronto, Ont.; George R. Toney, Pigeon Cove, Mass.

LONG SERVICE RADIO EXPERT RETIRES

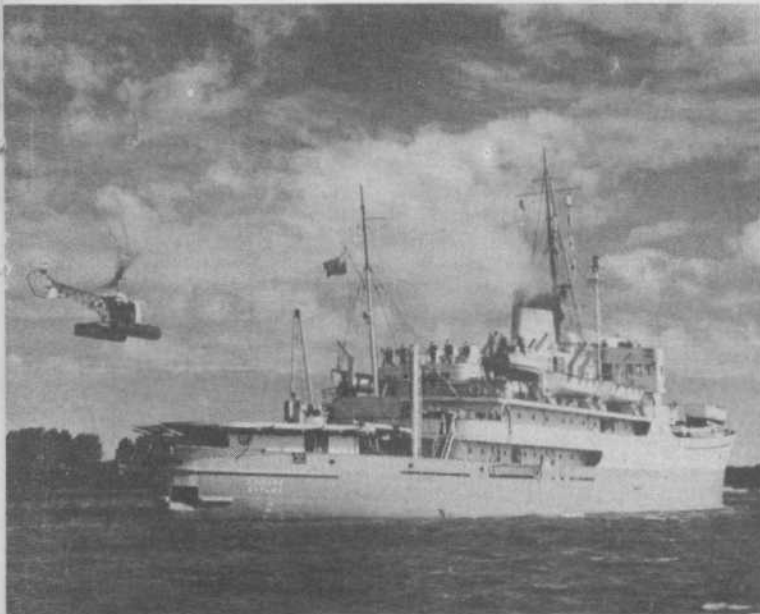
H.D. Tee was District Superintendent of Radio at Regina, Saskatchewan, and has been forty years in the Canadian Government radio service. Some of the highlights in his career included that of being one of the first in Canada to have a training in the international morse code, having received the training in the United Kingdom Postal Telegraphs before coming to Canada in 1911. He was one of the first operators to have the "delightful" experience of working a midnight to 0800 shift. This was when he was at Prince Rupert in 1911, when at that time only two ships were equipped with radio. Another event which would not be easy to forget was when a hurricane completely destroyed the wireless station at Triangle Island, a very lonely and stormy place. The wind gauge was destroyed when registering a velocity of 125 miles per hour.

During the first World War, Mr. Tee was attached to S.S. Malaspina, formerly in the Fishery Protective service, and later converted to a scout ship for allied fleet in the Pacific when there was danger of the B.C. coast being raided. After the end of the war he returned to the Department of Marine and Fisheries where he was in charge of several coast stations, including Estevan Point, Cape Laze, Bull Harbour, Point Grey and Digby Island and since 1930 he has been located in Saskatchewan.

Before moving to their new home in Victoria, Mr. and Mrs. Tee were honoured at a gathering of the radio clan in Regina and Saskatoon.

"C.D. HOWE" ON THIRD ARCTIC TRIP - Continued from Page 6
 itinerary, the Department has given every consideration to fulfilling as completely as possible the humanitarian requirements of the various settlements. These include medical, surgical, dental and optical services to post officials and Eskimo alike. These services are provided by Department of Health and Welfare officials aboard the ship.

Captain Paul Fournier, First Officer of the vessel, is in charge of the C.D.HOWE on this summer's northern trip as Captain A. Chouinard was incapacitated by a leg injury. Wm. Taverner, First Officer of the CGS N.B.MCLEAN is substituting as First Officer of the C.D.HOWE for this trip. Jack Charleson, D.O.T. Airways Inspector and helicopter expert, piloted the vessel's helicopter during the first part of the trip while Pilot K. Wallingford was accustoming himself to flying operations from the ship's deck. Pilot Wallingford took over on the resumed journey of the vessel.



CGS "C.D. Howe" is rejoined by her helicopter as she slips down stream from Montreal enroute to points north.

Administrative work in these Arctic regions is being carried out from the C.D.HOWE by R.E.G. Johnston of the Department of Resources and Development during the first part of the trip and by James Cantley of the same department during the trip from Churchill to the Arctic archipelago and back to Quebec. Other departments having responsibilities in the north include the Department of Health and Welfare, the Department of Mines and Technical Surveys, the R.C.M.P. and the Post Office Department.

The C.D.HOWE left Montreal with some 730 tons of cargo and 320 lbs. of mail. With the exception of the Port of Churchill where the vessel will be refuelled and will take on 525 tons of cargo, 2,000 lbs. of mail and additional passengers, only the briefest stop-over will be possible at each port of call on the reduced itinerary. It is hoped, weather and ice conditions permitting, to be able to proceed as far north as Cape Sabine on the East Coast of Ellesmere Island, within 900 miles of the North Pole.

The C.D.HOWE carries a very varied cargo to the northern outposts, the most unusual being a one ton shipment of reindeer skins to help meet the skin clothing needs of the Eastern Arctic Eskimos. These skins have come from the herd at the Government Reindeer Station near Aklavik, Mackenzie River delta, which has been developed as an additional source of food and clothing for the Eskimo people in the Western Arctic. This is the first shipment of its kind to the Eastern Arctic.

Oil for heating purposes and for operating diesel engines which supply power and light to the various government stations, constitutes the bulk of the cargo being carried. Lumber and pre-fabricated lumber also constitutes an important item on the ship's manifest. More than 5,700 lbs. of drugs and medicine are also carried, destined in small lots for the different stations in the Arctic.

NICE TO GET NEWS

In appreciation of a letter received from George Toney, U.S. Executive Officer, Isachsen, NWT, part of it is quoted below.

"I write this for the purpose of congratulating you on the rapid action you effected in the matter of copies of NEWS ON THE DOT for the joint stations. When the North Star arrived here the other day it was burdened with copies of the three past issues of the paper, so everyone here, at least had a chance to peruse them. We particularly enjoyed the March issue with your pictures for the Arctic Assignment 1951 trip on the HOWE. I swiped a copy to take home to the wife and kids ----- I also read with interest the Christmas issue with the story of the Drop at Clyde River and the picture of the staff there with Mike Young

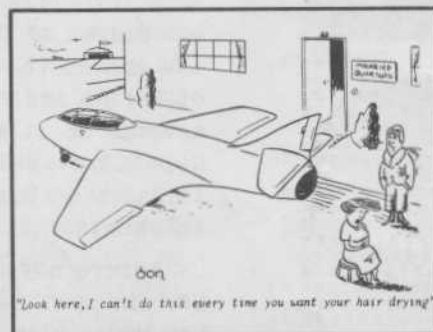
prominent in the front row. Thanks, personally for these, and I think I can also say thanks for the others here."

MEMO TO "NEWS ON THE DOT" REPORTERS

May we have more news from more reporters for our next issue.

Editor

ADDRESS -
 Information & Editorial Bureau,
 Room 344 Hunter Building,
 Ottawa.



SUPT. OF PILOTS, N.B., HONOURED



Captain John A. MacKinnon, Supt. of Pilots in Saint John, N.B., who was promoted last November to the rank of Commander in the Royal Canadian Navy (Reserve) in command of H.M.C.S. "BRUNSWICKER", the Saint John Naval Division, has now been appointed Honorary Aide-de-Camp to the Governor General, the Rt. Hon. Vincent Massey.